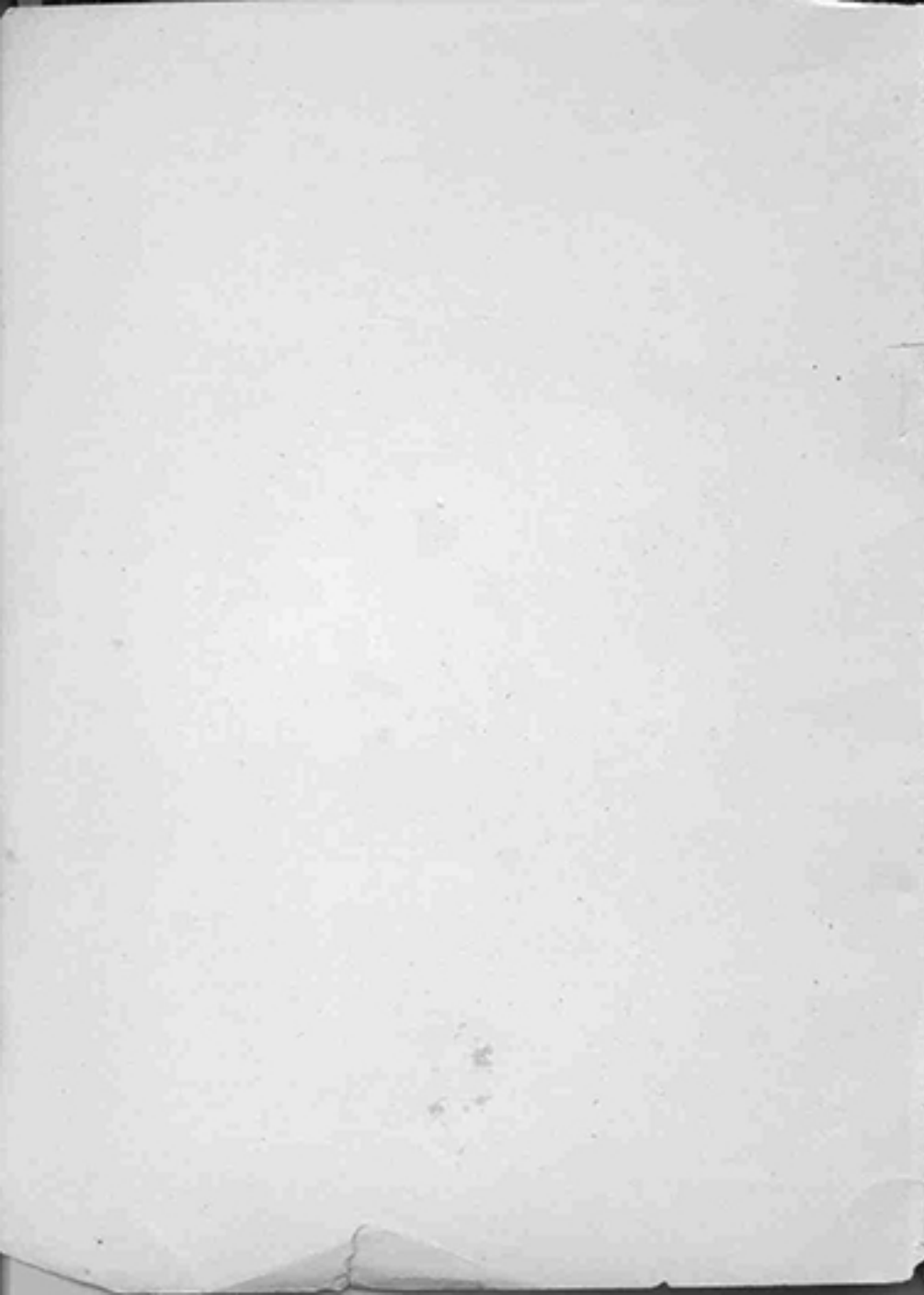




1883

WINTER EXCURSIONS

Pennsylvania
R.R.



WINTER
EXCURSION ROUTES

Pennsylvania Railroad Company.

SEASON OF 1883-4.

PASSENGER DEPARTMENT

CHAS. E. PUGH,
Gen'l Manager.

J. R. WOOD,
Gen'l Pass'g Agent.

GEO. W. BOYD,
Asst Gen'l Pass'g Agent.

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J. R. WOOD, GENERAL PASSENGER AGENT
PENNSYLVANIA RAILROAD.

Press of Allen, Lane & Scott, Philadelphia.

EXPLANATION.

TICKETS HEREIN DESCRIBED ARE GOOD FOR THE RETURN TRIP UNTIL MAY 31st, 1884, EXCEPT THOSE TO JACKSONVILLE, WHICH, UNDER CERTAIN CIRCUMSTANCES, HAVE SPECIAL LIMITATIONS, AS EXPLAINED BELOW.

CHILDREN BETWEEN FIVE AND TWELVE YEARS OF AGE, HALF FARE; OVER TWELVE, FULL FARE.

TRANSFERS BETWEEN STATIONS ARE NOT INCLUDED IN EXCURSION TICKETS, EXCEPT WHERE SPECIALLY NOTED.

Purchasers of excursion tickets to Cape May, Cape May Point, Atlantic City, and Old Point Comfort secure all the privileges accorded to passengers holding other first class tickets.

Purchasers of excursion tickets to Jacksonville are required at time of purchase to acknowledge their acceptance of the limitations, by affixing their signatures to an agreement printed in body of ticket, which allows them to complete the trip to Jacksonville within fifteen days from date of purchase, and requires them to present said tickets to the ticket agency of the initial line at Jacksonville, for identification and stamping, before they will be accepted for the return trip; and that, having effected the necessary identification at Jacksonville, to

complete the return trip to original starting point within fifteen days from said stamping. In no cases will the tickets be accepted for passage after May 31st, 1884.

It should be clearly understood, that while this Company issues excursion tickets for passage over other lines in addition to its own, it acts only as agent for the sale, and neither assumes, nor is vested with, any responsibility for the carriage of passengers or baggage beyond its own system of roads.

These tickets are sold strictly subject to use in accordance with the rules and regulations of the respective companies, and which are not uniform in regard to stopping off.

Passengers may stop over at any point named on their tickets; but should they desire to leave the train or boat at a station intermediate to those mentioned on a coupon, they should first ascertain whether the rules of the line on which the station is located allow stopping off, and, if so, notify the proper official of the intention, who will either issue a stop-over check or mark off the ticket, as may be the practice of his company. Failure to give this matter attention may render portions of the ticket void, thus entailing the payment of extra fares.

Winter excursion tickets will be accepted for passage on the "New York and Chicago Limited" and the "New York and Washington Limited," when presented in connection with extra-fare tickets. One hundred and fifty pounds of baggage will be checked free on whole tickets, and seventy-five pounds on half tickets.

INTRODUCTORY.

WITH each recurring year the popularity of winter resorts becomes more apparent, and their necessity for health and pleasure more firmly established. The summer resort is intended to supply the rest and change, needed after business and professional labor throughout ten months of the year, in which pleasure and recreation largely abound; but it is chiefly for health and its attendant results of physical strength and mental vigor that the winter resort is designed. Pleasure and amusement intervene most naturally, but only as accompaniments to the main objects in view.

It is only within recent years that the idea of winter resorts for the ailing and invalid, has been developed and made practicable, and their beneficial results have been so pronounced that custom, fashion, and necessity have united in demanding them for the country. Certain requirements of climate, temperature, location, and traveling facilities are requisite to success, from a sanitary and medicinal view, and in point of personal comfort; and if pleasure is to be consulted, at least a few

minor necessities in the way of boating, fishing, gunning, drives, etc. As a matter of course, generous food, good beds, pleasant rooms, and attractive surroundings are essential.

Quick to perceive the bent of public desire, and ready to respond to its demands, the Pennsylvania Railroad has placed its great carrying system at the disposal of the public, and has organized an extensive and perfect series of excursions over its own and connecting routes, covering every objective point of interest in the way of winter resorts. Of these, New Jersey has three, possessing a fame and reputation excelled by none in the country, in their own peculiar attributes, for restoring strength to the weak and healing to the sick. Virginia is fortunate in the possession of a resort, inviting in its very name, and satisfying in an unusual degree to its patrons. The Carolinas have especial advantages and charms to offer those who journey southward, and these are reproduced, not in more efficacious and brighter form, but in other and varied phases in Georgia. It is in Florida, however, that the perfection of a southern winter resort is attained, in its climatic and health-restoring properties. To all these points the Pennsylvania Railroad transports its passengers with comfort, safety, and rapidity, and makes the journey one of the pleasant things to be remembered by either invalid or tourist.

The question becomes, then, one of choice, how the winter shall be passed, and where? Whether some objective point shall be selected, and the journey thereto

made swiftly and without stop, or whether the route shall be sauntered over at one's leisure, to examine and admire what may be interesting and novel? If it be a northern climate, softened into a mellow temperature by the airs of the Gulf Stream, the seeker for health or pleasure will go either to Cape May, Cape May Point, or Atlantic City. If the south is preferred, one's choice is open to Old Point Comfort, to Charleston, Savannah, or the many points in Florida. But whether north or south, the winter resort remains, largely to the welfare of the weak and invalid, and greatly to the pleasure of the tourist, a settled fact, and will be sought by its constantly-increasing throng.



FROM THE PIER, CAPE MAY.

CAPE MAY.

THE question of a winter resort cannot be discussed without considering the peculiar merits of Cape May. It is, in itself, a beautiful and attractive town, and leaves only pleasant impressions upon the mind of the stranger during his stay, be it long or short. The streets are clean and wholesome, and are built up, not in blocks, but in residences, detached and surrounded by lawns and shrubbery. The sanitary condition is perfect, the water supply is abundant and pure, and the arrangements for guarding against fire, ample and efficient. The hotels and boarding-houses, open during the winter, are ample in room, and afford every comfort and convenience to the guest.

It is the even temperature, the mellow atmosphere, and the pure sea air, however, which constitute the real worth of Cape May, and have given the town its world-wide fame as a health resort. Located upon the cape, which extends far out and southward into the Atlantic, it rests upon the latitude of Washington, and its winter breezes are tempered by the mild and genial warmth of

the Gulf Stream. The rigors of the ocean, on the New England coast, are here transformed into the most beneficent influences, and offer to the people of the Eastern and other States a grateful change. The temperature is subject to no sudden and great variations, productive of so much evil in pulmonary, catarrhal, rheumatic, and other diseases. It is equable to a degree reached by no other spot in the country. This is demonstrated by



CAPE MAY STATION.

the comparative records of the signal service, carefully and accurately made, and kept at the several important points on the coast, for a series of years.

The same records also show another fact, essential as a restorative to health, which makes Cape May desirable as a resort—the dryness of its atmosphere. The humidity observable at most places on the Atlantic is absent here, through the wise economy of Nature, who seems to have drawn hither all her resources of healing, and debarred all influences evil and unkindly to her efforts.

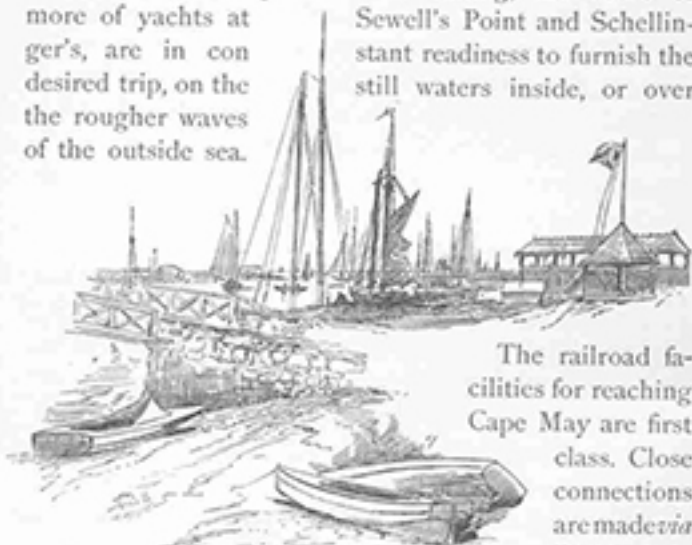
That Cape May possesses these conditions of a pure and dry atmosphere, and a temperature of remarkable poise, is due almost wholly to the Gulf Stream, which, entering the Atlantic from the Gulf of Mexico, issues through the narrow gateway formed by Florida and Cuba, and carries its heated stream, three hundred or four hundred miles in width, north and eastward. Over these tropical waters the winds must pass which come up from the south and out of the east. Warmed and dried hourly as they come, they produce these several climatic results so grateful to the victim of disease.

Hot and cold salt-water baths can be indulged in at one's desire, the most perfect establishments of the kind on the Atlantic coast having been erected at this point. Sun parlors and sun baths are also in vogue, and are both beneficial and popular.

To the tourist, the sportsman, or those who dislike the keen frost and chill snows of winter, Cape May is an objective point to be sought. The broad stretch of beach, with nothing to equal it along the entire Atlantic coast, affords unlimited scope for exercise in the way of driving or walking, while breathing the sea air and indulging in unobstructed views of the ocean for twenty miles east and south.

Fishing is enjoyed at Cape May at its best. Either in the still waters of "the sounds," or outside on "the shoals," the fisherman is sure to have luck, whether with the weakfish, the Spanish mackerel, the sea-bass, the sheep's-head, or possibly the drum. All of these are game, and fully satisfy the cravings of the enthusiastic

angler. For the sportsman, the marshes offer an inexhaustible field for dog and gun; and for those who would enjoy the pleasures of sailing, the score or more of yachts at Sewell's Point and Schellinger's, are in constant readiness to furnish the still waters inside, or over the rougher waves of the outside sea.



SHELLINGER'S LANDING.

The railroad facilities for reaching Cape May are first class. Close connections are made via Philadelphia, over

the main line and the New York division of the Pennsylvania Railroad from the west, north, and east, with the West Jersey Railroad, at Camden, which makes the distance of eighty-one miles in a little over two hours. Every

convenience for safety, speed, and comfort is assured the patrons of the road.

CAPE MAY POINT.

A NEAR neighbor to Cape May, and a decidedly pleasant one in its attractions and surroundings, is Cape May Point. It is situated on the bay shore, three miles distant, and the two are connected by rail, over which trains pass many times



LIGHT-HOUSE, CAPE MAY POINT.

during the
and cheer

day. The little town, bright
ful in its appearance, laid out in

shaded streets, lined with modern residences, and affording many miles of charming drives, is, in one sense, a suburb of the extreme point following the trend of the trend of old views and broad vistas of at this point, miles or more.

Of course, it possesses all the bene

fits accruing to Cape May Point. Located on the shore, it enjoys the south-breezes of the Atlantic, and the Delaware Bay which stretch westward for sixty

Cape May Point possesses all the bene



SIGNAL STATION, CAPE MAY POINT.

May from climatic and other influences, and offers, in this direction, all the inducements for a winter residence that are so abundant at the latter place. The temperature is as free from erratic

The temperature changes,

the atmosphere is equally dry, and the weather, from day to day through the winter, is as mild and beneficial to those who seek its curative effects.

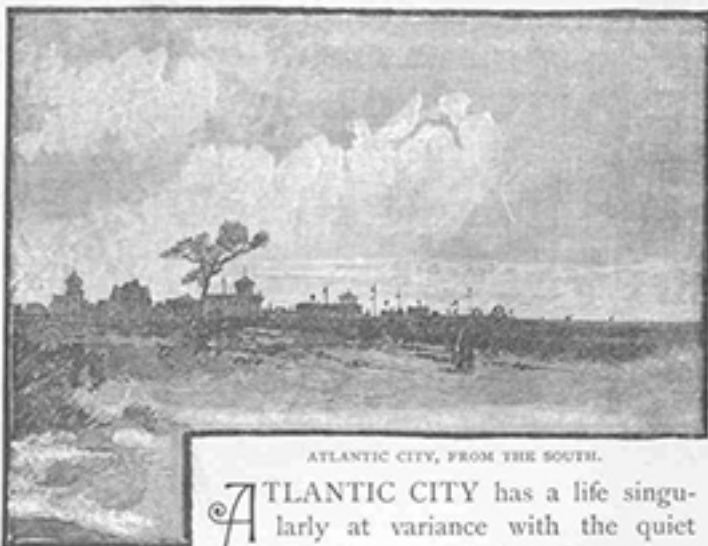
The town has several large hotels and many choice boarding-houses, a fair proportion of which are open through the entire year, the cost being reasonable and the conveniences many. Salt-water bathing, hot or cold, sun baths, gunning and fishing, and all outdoor sports, present the same ample opportunities to those needing or desiring them, as at Cape May.

The signal service buildings are located here; while a short distance away, to the north-east, rises the lighthouse, in the shadow of which stands the life-saving edifice for this district. In the centre of the town is a naturally-formed lake of fresh water, which adds to the scenery, beautifully diversified by woodland, sea, and cottage.

The town has equal railroad facilities with Cape May, each train running into the latter city, being met by those on the Delaware Bay and Cape May Railroad, which convey travelers in seven minutes to Cape May Point.

A visit of a few days, or a longer stay of weeks, will prove of equal interest to all who seek the hospitable treatment of this charming suburb of Cape May.

ATLANTIC CITY.



ATLANTIC CITY, FROM THE SOUTH.

ATLANTIC CITY has a life singularly at variance with the quiet and elegant seclusion of its aristocratic neighbor Cape May. It is a life at once buoyant, attractive, and popular, and draws thousands to enjoy its generous hospitality. Atlantic City is a town of today, and is overflowing with the enterprise, activity, and vigor which mark a new people. It has barely passed the first quarter of its first century, and feels the need of employing every agency to enhance its interests and enlarge its popularity with the public. Its steady,

rapid, and solid growth, as a town and health resort, is proof of its success; and if further evidence were needed, it would be found in the tens of thousands who migrate thither in winter and summer alike. There is no northern winter resort more popular, none more largely patronized, and none more urgently recommended by physicians generally, than Atlantic City. Only forty miles above Cape May, the same conditions of dry climate and even temperature obtain, and by many it is thought their beneficial results are more favorably developed here than in the former city.

The same influences are at work as curative agents, the Gulf Stream is as potent with the invalid and convalescent, and the sea breezes are as efficient helpers to nature and human skill. It is located upon an island with the ocean at its front, and broad bays and an arm of the sea surrounding its other sides. With no fresh water nearer than the Delaware Bay, sixty miles distant, this formation compels the passage of the land breezes, for great distances, over dry and porous sandy soil, upon which snow cannot remain. These winds come to the coast, therefore, dry and warm to some extent.

Atlantic City has been for twenty years a winter health resort. Experimental at first, the success of the few who ventured, has grown to be a success for the thousands who, in later years, have trusted themselves or their friends to its kindly nourishment and care. Physicians of the highest fame and reputation have for years advocated Atlantic City, and testified to their faith in its virtues by sending hundreds of patients thither; experience teaching that sea air is as beneficial in winter as in



summer. With but few exceptions, all the diseases flesh is heir to yield to these saline effects and this peculiar climate; and medical evidence proves that asthma, bronchitis, phthisis, catarrh, and all lung diseases, are largely and permanently benefited, while in convalescence from pneumonia and typhoid fever, patients are rapidly and decidedly restored to strength. Good digestion, active nutrition, and sound sleep restore the nervous system, and these are largely obtained from the tonic and alterative properties of sea air.

Those who desire to make social pleasure a part of their regimen for health, find it here in its most active and varied forms. The hotels are numerous, and of all grades as to price and convenience, and a large proportion of them remain open during the year. It is no uncommon thing to witness, even in dead winter, the better class of houses turning guests away, for want of room to accommodate them, so thoroughly has the tide of winter-resort travel set in towards this popular city.

In respect of its facilities for the sports of gun and rod and sail, Atlantic claims equal if not superior abundance to other points on the coast. The waters of the sea and Absecon, and the outlying marshes and woodland, contain enough to keep fisherman and hunter in keen quest after their game.

The city is but sixty miles distant from Philadelphia, and is reached by two lines of railway, the West Jersey Railroad and the Camden and Atlantic Railroad. Connections are made, as for Cape May, by the Pennsylvania Railroad *via* Philadelphia.



EN ROUTE.

THE journey southward, in search of health or pleasure, is one of constantly-recurring and agreeable surprises. From New York, where northern and eastern travel converges, and from Philadelphia, which gathers in the western tide, the itinerary is made up of varied scene and delightful change. At either city one may take his train at almost any hour of the day, and be whirled to the far south without change, if he so desires; but the long run to Florida is relieved of its monotony and weariness by breaking it up into jaunts,



and resting a day or more at the several points of interest along the route. Travelers from the north and east and west can find in

PHILADELPHIA

ample material, in the way of

sight-seeing, to attract their attention and repay them for the time spent. Its shipping, which lines the Delaware for miles; its immense and varied manufactures; Fairmount Park; the U. S. Mint; the magnificent public buildings; old Independence Hall; the art galleries; the great station of the Pennsylvania Railroad, the largest and most perfectly equipped in the world, and its elevated road, running over the city; the superb drives, and suburbs—these, with many other points of interest, will serve to amuse, instruct, and entertain the stranger who pauses on his journey to the south.

BALTIMORE,

situated on Chesapeake Bay, will be the next objective point in the itinerary, and the run over the Philadelphia,

Wilmington and Baltimore Railroad will be made in less than three hours, a distance of ninety-eight miles. The trip is a pleasant one, and time does not lag as the train whirls through Chester and Wilmington, the location of the largest ship-building interests in the country.

The Monumental City invites all strangers to call and make acquaintance with her varied attractions. The city is a hive of mercantile and manufacturing industry, and largely increasing business enterprise marks its progress year by year.

In addition to its commercial enterprise, Baltimore is alive to its fame and reputation as a city of culture and education. One of the very best institutions of learning is located here, the Johns Hopkins University. Art in all its forms flourishes, its public and high schools are raised to the highest standard, and large attention is given not only to the health and cleanliness of the city, but also to its adornment and the development of the natural attractions surrounding it. There are many points of suburban interest, and many places to be reached by brief and pleasant excursions either by rail or water. The bay is an unfailing source of pleasure in the way of boating, yachting, and fishing, and its broad waters are at all times covered with craft of every description. Baltimore is a city delightful always to strangers and visitors, not alone by reason of its beauty, but also for its bright and social life, the genial hospitality of its people, and its varied sources of entertainment. It is a pleasant break in the journey southward to drop off from the train, and remain in the town

for a day or two, to enjoy the novelty of getting acquainted with a representative city in its business and social life. If bound for the far south, the rest and change will be productive of good; if for Old Point Comfort, the train must be changed for the steamer, and the opportunity to see Baltimore and do its pleasant places, is too good and too convenient to be neglected. If the journey must be, and is, made directly through to Old Point Comfort, the Pennsylvania Railroad runs its trains to the wharf of the steamship company at Canton Street, where the transfer from car to boat is made in a few moments without annoyance or delay, and the swift and delightful passage down the bay is commenced. By this change the tedium and monotony of a continuous railway journey is relieved. The evening is spent upon deck if pleasant, or in the gay and brilliant saloon if stormy and too cold. An elegant supper is served, a night of refreshment is enjoyed, and at eight o'clock, or thereabouts, the great steamer draws alongside the pier at Fortress Monroe, and its passengers for Old Point Comfort land and enter the sure of a warm welcome and most



ing sleep is enjoyed thereabouts, the government passengers for Old Hygeia Hotel, desirable quarters.

OLD POINT COMFORT.

OF course, the traveler, whether tourist, sight-seer, or invalid, has come here to stay longer than a day or two. The visit will probably lengthen out to a week at least, for the attractions are varied, and there is much that is pleasant and alluring about the place. The soft breezes that come in over the bay from the outside; the sailing and fishing on the broad waters; the excursions to Newport News, to Hampton, to Norfolk, to Portsmouth, to the Navy Yard, to the Rípraps, and the bright military life to be found at Fortress Monroe—all serve to make a residence here desirable. Besides these are all the pleasures and comforts of a good hotel. If this be the objective point for the winter, or only a stopping-place by the way, the time passed will be most enjoyable, and the results to body, mind, and nerves, notably beneficial. The mildness of the climate at Old Point Comfort is the subject of constant and favorable comment by the guests who are there, and who delight in extolling its virtues and absorbing its tonic properties. The peculiar formation of the Point, and its relative position to the entrance of the bay, which greatly affects

the ocean winds, has much to do with this condition of the atmosphere. Where the Atlantic appears to be the most dangerous, near Cape Hatteras, nature has provided a relief by the broad opening in the coast line, which, just above the inhospitable cape, makes way for the waters of the Chesapeake, and an entrance for the sea breezes. These, before they have crossed the bay, are shorn of the fierceness and raw edge with which they strike on



HYGIEA HOTEL, OLD POINT COMFORT.

Hatteras, and become mild as the breath of June. As at Cape May, the atmosphere is dry, and there is but little variation in the temperature. To the same class of invalids, suffering or convalescing from similar diseases, as at Atlantic City, Cape May, or Cape May Point, the same kindly influences come, restoring the nerves, toning the system, purifying the blood, bringing back brightness to the eye, color to the cheek, and sound, refreshing sleep

to the mind and body. It is a point of comfort gained by every one who registers here.

A dozen pleasant excursions may be made from the Point, in as many different directions, one of which to Norfolk and Portsmouth will take an entire day. It is a pleasant sail of sixteen miles in the tiny steamer, but the bracing sea air repays for it, as do the sights in the old-fashioned streets of either city, with their revolutionary and rebellion reminiscences, and a jaunt through the navy yard, located at the latter town. Another trip can be made of a morning to the old town of Hampton, originally settled in 1610, and incorporated in 1705. In approaching the town the road passes the Soldiers' Home, and the Hampton Normal and Agricultural Institute for the education of colored and Indian youth. Patriotism and interest in race education will alike lead one to visit both of these widely-varying institutions, and the result will be at once impressive and satisfying. The town itself when reached, bears acquaintance well, and one feels that here at least is something which may fairly be called old, and the ruins of which are gray with the winds and storms of nearly three centuries. The most perfect of these ancient relics is St. John's Church, happily preserved and cared for as it deserves.

Aside from its fame as a health resort, the great attraction at Old Point Comfort is the garrison at Fortress Monroe, whose grim walls overshadow the Hygeia. The officers, of whom there are about fifty stationed here in attendance at the school of artillery, enter largely into the social life of the hotel, and add much to its

brightness and gayety. The winters are made very charming by a succession of parties, hops, germanes, concerts, and a constant round of amusement and entertainment.

In seeking relief from pain, in the effort to regain strength out of weakness, in the search after pleasure and novelty, and in the desire to exchange snow and ice for the climate and air of May and June, one will find the best average at this spot. It is neither too cold nor too hot, but rather the happy medium, where one can enjoy and benefit by the breezes and sun bath by day, and sleep under warm blankets at night.

WASHINGTON.

If Old Point Comfort has been selected for a winter residence, this little volume will no longer be needed, except for its pleasant gossip as to other resorts. If, on the contrary, a week or ten days is sufficient, and the Point is regarded as only a charming wayside rest on the longer journey south, the traveler will return to Baltimore *via* the steamer, and from the Union Station will again secure his Pullman accommodations in one of the through trains of the Pennsylvania Railroad, and in five minutes thereafter will be thundering through the tunnels which honey-comb that side of the city, and out on the open line of the Baltimore and Potomac, flying along at the rate of fifty miles an hour for Washington.

A stay of a day or two in Washington will more than repay for the time spent by the way. In fact, it would be

a mistake not to make one's self at least partially acquainted with the national capital, the departments of the government, the White House, the public institutions, the magnificent avenues, squares, and public parks of the city, and the thousand and one novelties it presents to the stranger. Washington is, to-day, the handsomest city on the continent, and a quarter of a century hence will be, with the same liberal and artistic nourishment,



CAPITOL AT WASHINGTON.

the handsomest city in the world. The Capitol teems with objects of present and historic interest. The progress of legislation while Congress is in session; the magnificent works of art in painting, statuary, and bronze that adorn its walls, ceiling, and halls; the war of words in either chamber during debate; the congressional library, with its untold mass of literary riches—are all open to the eye and ear of the visitor. It is worth

while to mount to the elevation of the dome and get the view presented from that lofty height; and it will afford equal pleasure to the curious to descend to the "lower depths" of the Capitol, and get an insight into the immense business carried on for the convenience of senators and members. Here are hundreds of thousands of documents, many of them of rare value; there are wholesale and retail stationery departments; and yonder are large and perfectly-appointed restaurants; while through the corridors, and in available corners everywhere, are telegraph and telephone offices, news-stands, cigar counters, curiosity bazars, and all the necessities of an active community. It is a small city within marble walls.

The great rotunda contains the magnificent paintings illustrative of the nation's history. The old hall of representatives is transposed into a hall of statuary, where each State is given place for statues of two of its most noted colonial or revolutionary heroes; the walls and ceilings throughout, corridors and committee-rooms alike, are covered with the magnificent frescoes of old Brumidi; the Vice-President's room contains the original of Peale's Washington; and the bronzes in the Senate corridors, and adorning the entrances to the east front of the Capitol, are in the highest form of the noble art.

A day can be utilized in the several departments of the government, and a vast amount of information obtained. This is especially so in the Treasury and the Interior. In the former, a visit to the Bureau of Engraving and Printing will enlighten one upon the mys-

teries of making money in all its various stages, postage stamps, etc., while in the latter can be seen the endless store of inventive riches in the Patent Office. The Government Printing Office, with its three thousand skilled workers, is of exceeding interest, and will solve the problem of the making of many books. The General Post-Office will reveal some of the secrets of the Dead-Letter Office; the Agricultural Department presents the riches of the country's soil, and the Smithsonian its wealth of scientific research. Not much can be seen in the State, War, and Naval Departments, save the magnificent structure and its architectural beauty.

The White House is one of the first objective points sought by strangers. It is a natural desire, and one which every visitor may enjoy, to see where and how the President of the United States lives. It is not an imposing edifice in itself, but is filled with historic memories, and surrounded by an atmosphere which gives it unflinching interest. All else throughout the city has changed, but here there has been no change. Here is the same room where Jackson thundered his message to the nullifiers of South Carolina; where Jefferson Davis urged his policy of secession upon Buchanan; where Lincoln wrote his Emancipation Proclamation; and where Garfield was carried, wounded and bleeding. The old mansion is one of the few remaining landmarks of the old-time city.*

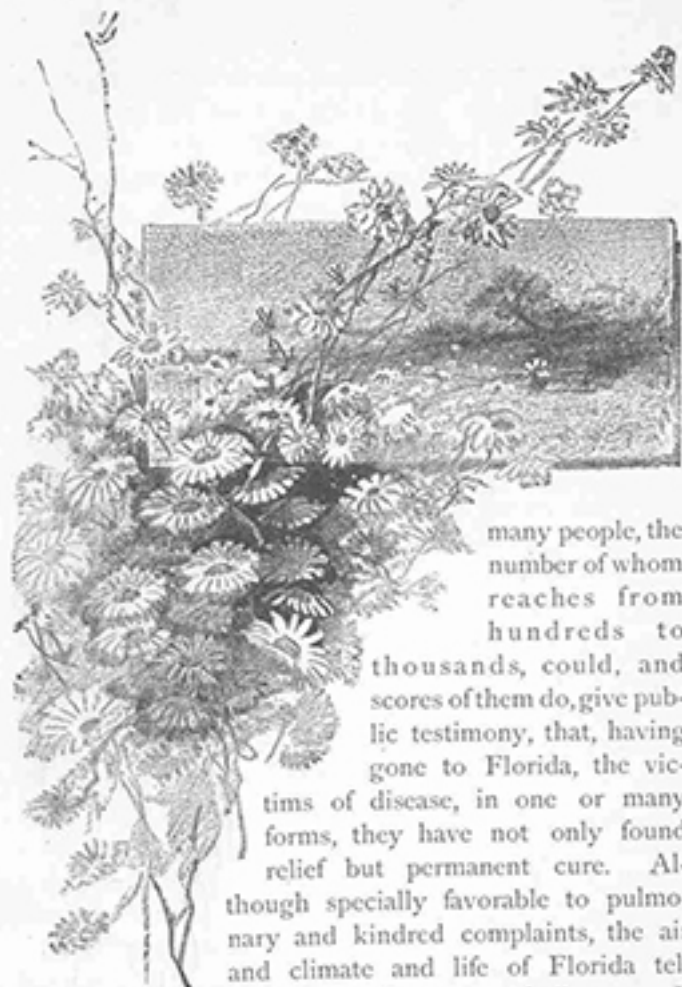
Another day must be given to a sail down the Potomac and a visit to Mount Vernon, and to a drive through the broad and finely-constructed avenues of

the city, which may be extended in one direction to the Soldiers' Home and the Park, and in the other to Georgetown, across the chain bridge, and to Arlington, the residence of Gen. Robert E. Lee in ante-bellum days. All this completed, the traveler may commence where he left off—at the Baltimore and Potomac Railroad station, and taking the proper train proceed *via* his chosen route to Florida.

There are a dozen or more of these routes, all rail, or partly by water, and all decidedly pleasant, each having attractive points and scenery peculiar to itself. These lines diverge from the Federal capital, going in many directions, but all traverse the south land through as many charming regions, and all tend to the one common Mecca of the tourist, the sportsman, and the invalid—Florida. As he journeys he may, if he chooses, rest for a day or more at Richmond and Petersburg; at Charleston and Savannah; at Charlotte or Columbia; at Atlanta or Augusta, or at a score of other southern cities. No pent-up Utica controls the traveler's choice as to the route he shall take; and where all are first class in their appointments, he cannot go amiss in his selection.

FLORIDA.

AT last Florida. Other States may possess resorts of admitted worth, and other cities may have attractions peculiar to themselves, but over and above all these the fact remains, that Florida is the great and positive winter sanitarium of the country. No matter how pleasant it may be elsewhere, here is the final resort in which Nature, in all her phases of climate, through air and water and sun, bestows her best upon the soil and people. Here, the consumptive retreats from death, bronchitis ceases its torture, and the victim of phthisis or asthma breathes freely again. Here, rheumatic pains depart, nerves return to the typhoid convalescent, and appetite waits eagerly upon desire. Strength comes for weakness, hope drives out the blues, and blood fills up the empty arteries again. All this may result at other points,—in some cases it is partially so,—but here the chances are many times in favor of its being the rule instead of the exception. Very



many people, the number of whom reaches from hundreds to thousands, could, and scores of them do, give public testimony, that, having gone to Florida, the victims of disease, in one or many forms, they have not only found relief but permanent cure. Although specially favorable to pulmonary and kindred complaints, the air and climate and life of Florida tell kindly and effectively upon all manner of ailments. If the system be out of gear in any direction, Nature seems

to assert more than her usual power in regulating the human machinery, and freeing it from all unnecessary friction. She delights in placing the physical, mental, and nervous functions at one with each other instead of at odds, and asks no aid from pills, physic, or stimulants. She calls in her own assistants of sea air, dry atmosphere, and balsamic odors, and bestirs herself instantly and actively in behalf of her patients. In fact, she keeps her universal laboratory open and in constant operation to meet the coming, as well as to care for the present, guests. It matters not what part of the State they select for their sojourn, the healing process begins. The appetite grows keen, the nerves grow firm, the blood warms up, sleep becomes sound and restful, and the entire system responds to the efforts at a renewal of its functions. The world looks brighter; indifference changes to activity, and one exults in the mere fact of existence. Whether one be at the seashore at Fernandina or St. Augustine, in the bright and healthful city of Jacksonville, or at any of the charming points along the St. John's, upon the high lands of the water-shed, or on the gulf coast, it is all one as to beauty and wholesome effect. The invalid cannot go amiss in the State in seeking for that which makes life not only durable, but a blessing—perfect health of body and mind.

This question of climate, therefore, overshadows all other considerations as to winter residence, in the mind of the northern guest, and is the subject of constant discussion and inquiry. When the facts are placed

before him, however, which prove that the health of Florida is superior to all the other States, not only in its natural conditions, but in its preserving and curative effects, the inquiring guest then devotes himself to the minor consideration of locality, which is determined simply by taste and preference. The vital statistics of



the census show that malarial diseases have but little, if any, hold in Florida. In the middle division of the United States the proportion is one death to thirty-six cases of remittent fever; in the northern division, one to fifty-two; in the southern division, one to fifty-four; in Texas, one to seventy-eight; in California, one to one hundred and forty-eight: but in Florida it is *only one to two hundred and eighty-seven*. From all causes the mortality in the State is but 10.6 per thousand, a showing, as to health and hygiene,

phenomenal in itself and results, and doing away with the bugbear of malaria.

As to the mean temperature in winter, and humidity, the even and unvarying character of the former is shown by the observations, taken for twenty-seven years, at four of the representative points in the State, the mean at Jacksonville being 56.33° ; at St. Augustine, 58.08° ; at Tampa Bay, 62.85° ; and at Key West, 69.58° . These averages give a fair test of the range of the temperature

over the whole State. The interior may show slight changes from these figures, but not enough difference to affect the result. The humidity and rainfall of the State are neither in excess nor wanting. Both exist in about the proportion required to prevent excessive changes in the temperature, but not in sufficient quantity to produce a damp climate and a malarial atmosphere.

The average rainfall during sixteen years at Jacksonville was 50.29 inches, of which amount only 7.06 inches fell, on the average, in the winter, and 9.19 inches in the spring, which proves rainfall and storm to be infrequent during the winter months. Clear days are delightful everywhere; and one of the charms of Florida life, in winter, to the ill and the well, is the frequent bright, sunny days. The records at Jacksonville for twenty-two years show that the average for January was 20 clear days; February, 19; March, 20; April, 25; May, 22. For the summer and autumn months the number averaged less, save November, which gave 20, and December the same number of clear days. Yet, of the cloudy days in this calculation, only about half brought rain.

What has been said here is not to be taken as asserting or implying a perfect climate—that does not exist this side of Paradise—but only relatively so, as compared with other sections of the country. It can, however, be asserted with truth, that it is a more nearly perfect climate for consumptives than any other known either in America or Europe. Florida has, however, its unfriendly winds—that from the north-west, which is

cold and dry, and which the orange-grower fears; and its north-easter, which is cold and wet, and calls for scriptural language and the hotel bill, in a very unscriptural manner. It has its frosts also, and its infrequent storms and cloudy days. But none of these last for any time. A change to the east wind or the south, and these are the delightful and prevailing ones, and the passing away of the showers, leaves earth and sky and air bright once more, and genial as breeze and sun can make them. Though the atmosphere is bland, and there are many warm days in winter, the air is bracing rather than languishing, and exhilarates rather than weakens. Flannels are needed in mid-winter, and woolens, though not too heavy, and exercise should be taken, even though flowers are blooming and one walks beneath the shade of orange and palm trees.

JACKSONVILLE.

THIS is the main point in the State towards which and from which attractions and

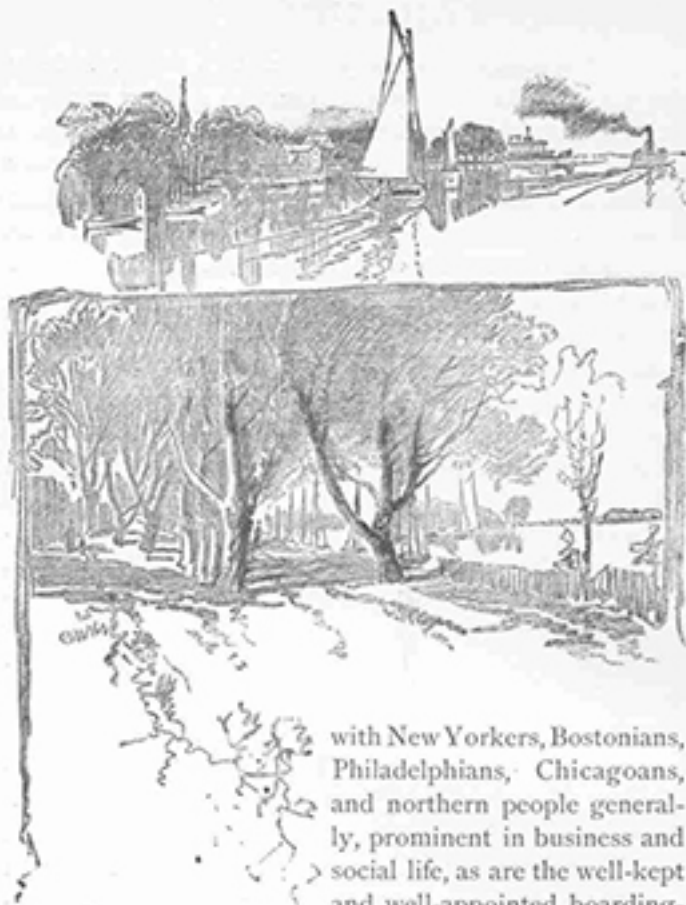


all winter resort travel tends, it diverges in search of other novelties elsewhere. Arrangements can better be made here, and with more convenience, by those who purpose navigating the St. John's and the Ocklawaha, exploring the uplands of the State, or making expeditions to the gulf shore. It is a headquarters for stores of all kinds, for information of every nature, and for all manner of conveyance to carry one whithersoever he cares to go. The beautiful city is located on the St. John's River, twenty-five miles from the Atlantic. It is the largest city on the seaboard south of Savannah, and is the place of first importance in business, commerce, and social life. It has a resident population of about 12,000, which, during "the

season," is swelled to many times that number. It is largely built up with northern capital and by northern enterprise, and a large proportion of its citizenship is composed of northern people. The pleasant town bears evidence of its paternity in the thrift which marks all its business, the neatness and order which pervades its streets and avenues, in its handsome residences and public buildings, and in the system which obtains in the conduct of its municipal affairs. Its water supply is complete, its sewerage and sanitary condition are in perfect working order, and its police and fire departments are efficient in their service. There is a church for every eight hundred of its inhabitants and a synagogue for its Hebrew citizens, while its public schools are in a flourishing condition. It has street railways and a telephone exchange, and these, with fast mail and telegraphic communication, give the winter resident all the conveniences of home, and places him as close to the business centres of the country as though he were in the north.

While a hundred other places in Florida have their admirers, Jacksonville holds itself steadily and successfully the first in popularity, as in commercial and social importance. The society is very select and cultured, and necessarily so, for it is drawn from the best in all portions of the country. Public opinion and sentiment, therefore, taking their standard from those who make it, have given the city its deserved reputation socially.

Its hotels, which are large and numerous, are filled



with New Yorkers, Bostonians, Philadelphians, Chicagoans, and northern people generally, prominent in business and social life, as are the well-kept and well-appointed boarding-houses, while very many of the elegant residences are occupied during the winter by their northern owners, as their cottages by the sea, or in the mountains, are in summer. Outdoor life here is the proper thing, and

in its pleasantest form is seen in the streets—principally on Bay Street, running parallel with the river—shopping for curiosities, taking a “constitutional,” out calling, any excuse, in fact, to get into the open air. Boating is a favorite pastime, and is largely indulged in, while the more manly sports of the rod and gun have unlimited indulgence. What has been said of the climate in general of Florida, finds fitting results in Jacksonville. Its exhilarating atmosphere, its broad streets canopied in live-oak, and its charming residences surrounded by constantly-blooming flowers and tropical shrubbery, make it a city of delightful homes, and a resort to be desired by invalid and tourist alike.

UP THE ST. JOHN'S.

WHETHER in Florida for the winter, or only for a briefer stay, the one necessary trip to make is that up the St. John's, if not to the head-waters, at least to Welaka, nearly a hundred miles above Jacksonville, and but a short distance from the mouth of the Ocklawaha, which here joins its waters to those of the St. John's. Not to know this stream and its fleet of steamers of all shapes and degrees of fine appointment, the magnificent country which borders its waters, its flourishing and handsome towns and hamlets, with its wealth of orange growth and other tropical fruit—is to argue one's self unknown. And not to enjoy the pleasures of the excursion, is to debar one from an experience, the loss of which will ever after prove a regret.

About the first thing which attracts the attention, after one has become comfortably settled in his hotel or private lodging in Jacksonville, is the tour of the river, and the question to be at once decided is its extent.



Most people take the trip as far as Sanford, on the southern shore of Lake Monroe, through which the river courses, one hundred and sixty-one miles from Jacksonville. Few go farther up the river than this point; yet the loss is theirs, for the scenery along the upper head-waters has no equal for picturesque strangeness. If the journey, therefore, is to be the regulation tour, it is one easily accomplished, with much comfort and great pleasure, and with no great expenditure of time or money. If, however, the traveler be adventurous; if he be desirous of seeing all that may be seen, and wishes to experience sensations rarely felt—he will go to the end of the journey and trace the St. John's, for a distance of four hundred miles, through its three great divisions of lagoon, narrow, tortuous channel, and broad, flat savannas, to its source in Lake Washington. The first of these divisions extends from its mouth to Welaka, ninety-seven miles distant, and comprises the thickly-settled portion of the St. John's. The stream is from one to six miles in width, the current moves placidly, and the shores present a series of bold bluffs and striking declivities which are covered with live-oak, cypress, willow, gum, and magnolia, adorned with the soft, gray folds of Spanish moss clinging like webs of lace to branch and twig and leaf. Vines twine their slender arms in and about the foliage, but there is no underbrush, and the appearance from the steamer's deck is that of a well-kept park.

The itinerary of the river is a most delightful one as to the number and character of its towns and hamlets

which adorn its shores; but the limited space of this small volume will permit only a notice of the more important points, and a word or two, in passing, of the others. They are all attractive, having well-built homes, neat grounds, and a prosperous air. Between the towns are large and flourishing estates, with thrifty orange groves and broad, well-cultivated fields, displaying comfort and content. It is the region for rest and homelike quiet during the winter months, and the cozy retreats along the shores are numberless. The choicest fruits and vegetables and brilliant flowers are here in profusion, with all the conveniences afforded by near and constant communication with the outside world at Jacksonville.

The principal towns of note between Jacksonville and Welaka are Mandarin, Magnolia, Green Cove Springs, Tocoj, Palatka, and San Mateo. The first of these is a beautiful village, on the western shore, fifteen miles above Jacksonville, buried in orange groves and live-oak shade, with gardens, lawns, and roads in the best of order, and its attractive residences giving every evidence of prosperity. This is the winter home of Mrs. Harriet Beecher Stowe; and her beautiful cottage is one of the pretty pictures seen from the steamer's deck in passing up or down the river. On the same shore, and six miles further up, one passes Magnolia, a garden spot like that of Mandarin, and pauses for a few moments at Green Cove Springs, located on a deep, receding bay of the river. It is a favorite resort, having two fine hotels, and possesses many conveniences to make one's stay

agreeable. The springs which give the place its name are in the centre of the town, and arranged for drinking and bathing. The waters are sulphurous and abundant. Tocoï, forty-three miles above Jacksonville, is important only as being the station whence one may take train for the old town of St. Augustine, fourteen miles distant on the coast.

The steamer makes its first lengthened stop at Palatka, which ranks second to Jacksonville in size and importance of all the towns on the St. John's. Situated on a broad plateau at the head of a large bay, one has magnificent views up and down the river; orange groves surround the city; market gardening is carried on to a large extent, the soil being rich and easily cultivated; and an immense business is carried on in the shipping of vegetables and fruit to northern markets. One of the points to visit while here is the model grove of Colonel Hart, on the eastern shore, who is the most famous orange-grower in the State. The town has about 2000 population, and is rapidly growing. It is finely laid out in wide streets, deeply shaded in the foliage of live-oak, orange, and other trees; and its elegant residences, tasteful cottages, large warehouses, good hotels, its churches, public schools, and public buildings, all bespeak enterprise, progress, thrift, and rapidly-increasing wealth. The city is the headquarters of the Florida Southern Railway, with its car shops, storehouses, etc.; and it is also the up-river terminus of the Charleston and Savannah ocean steamers. Steamers for the Ocklawaha make Palatka their starting point, the Ocklawaha and Cres-

cent Lake lines having their general offices located here. The population is largely northern in its composition; and they have given the city that homelike look which makes it so attractive and popular with northern visitors.

Welaka is the next and last important point on this section of the river, and may be regarded as at the head of its first division. It is one of the most healthful, as it is one of the most beautiful, towns in the State. It rests on a high bluff, crested with a grove of live-oaks, and surrounded by a large number of the best and most prolific orange groves in Florida. Its charms of home life are many, and its inducements to the tourist, the invalid, and settler are not excelled by other localities. Nearly opposite, the famous Ocklawaha placidly sweeps into the St. John's.

The points of minor importance from Jacksonville to Welaka are Mulberry Grove, Hibernia, Hogarth's Landing, Picolata, Federal Point, Orange Hills, Dancey's Place, and San Mateo.

Norwalk, just above Welaka, is located at the point where the waters of the St. John's so strangely divide in form and character. It is the ending of the lower section of the river, and the beginning of its central division. The clear, broad stream of the former suddenly changes into a narrow, crooked channel, varying from fifty to three hundred feet in width, the waters of which turn to a dark brown hue, similar to that in the Dismal Swamp of Virginia. The shores are low, and the adjacent country is frequently thrown into swamp by the overflow of the river. The wood growth and

shrubbery is a tangled jungle of oak and cypress and other forest trees, in which the gigantic vines clamber and tie themselves to the massive branches. The earth is covered with the rankest luxuriance of grasses, reeds, and brambles, while, coloring tree and shrub, vine and



ON THE ST. JOHN'S.

river, with their brilliant hues, are a million flowers in all their tropical glory. The mistletoe bough hangs thickly with its bright berries, and that wondrous air plant, the maiden's-hair, floats like gossamer from bush

or shrub. Birds of gayest plumage, of the air and water, add to the scene, while, in sudden contrast, the huge head and ferocious eye of the alligator is lifted, as the hideous animal plows its way sluggishly through the water. The ugly and vicious saurian is never seen below Palatka, but he haunts this section of the stream, not thickly, but to some extent. It is only in the upper waters of the St. John's that he has his paradise, and where the crack of the rifle has not driven him to the unexplored depths of the everglades. It is but a narrow valley through which this section of the river courses, and the adjacent shores are not affected to any great distance inland on either side. The back-lying country possesses excellent soil, and has a constantly-increasing population.

The itinerary of this portion of the river is made up of numberless small towns, hamlets, and single ports, with but one or two places of note in the entire distance, Sanford and Enterprise, on Lake Monroe, which is practically the head of the middle St. John's, and the lower terminus of the upper. Some of the points the steamer passes are Mount Royal, Fruitland, Fort Gates, Georgetown, Drayton, Spring Grove, Astor, the terminus of the St. John's and Lake Eustis Railroad, Bluffton, St. Francis, formerly an old Spanish settlement, Hawkinsville, De Land, Blue Springs, Wekiva, and thence into Lake Monroe to Sanford, just a hundred miles above Palatka and about eighty from Welaka. Here also is the town of Mellonville, and on the opposite side of the lake is Enterprise, which well bears out

its name. Those points are the head of navigation, save for the queer and peculiarly constructed little steamers built for the crooked and shallow waters of the upper St. John's. It will repay the traveler to stop in this region for a few days and rest, before continuing his journey up the river, through the savannas and down the State. Sanford and Enterprise are places of fast growing importance and already have large business interests established in orange-growing, and, while famous resorts for winter residents, are centres for the products and trade of a flourishing out-country. The former of these places is the residence of General Sanford, with the homes of the large Swedish colony he brought over in 1871, and adjoining his estate is that of William Astor, Esq., containing 8000 acres of timber and orange soil. Clustering about Sanford are the smaller but thriving settlements of Eureka, Eauclair, Wekiva, Lake Jennie, Lake Conway, Fort Reid, and others. The town has two fine hotels, and is the point where goods and passengers are transferred to the South Florida Railroad, for the Orange County region, and shipped for far-away Lake Worth, Indian River, and the tropical prairies of the upper St. John's.

Enterprise is the shire town of Volusia County, and is located on a plateau rising from the shores of Lake Monroe, and extending for some distance. Like Sanford, it is very popular with tourists, and northern people visit and have settled here in large numbers. The hotels are equal to the best in the State, and the surroundings are delightful and attractive. The lake, the country, the

drives, are all charming, while for excursions to the upper St. John's or to Indian River, to New Smyrna or Hillsboro River, the town is the headquarters for all needed material. The famous De Bary estate is located here, on the grounds of which, near the Brock House, is Green Sulphur Spring, its basin a hundred feet deep, filled with a pale green but translucent water.

As intimated, the waters of the upper St. John's, and the country through which it passes, differ radically from the other portions of the stream. From Lake Monroe to the head-waters of the river in Lake Washington the distance, following the channel, is two hundred and fourteen miles. The stream is very narrow, very crooked, and shallow. The country is a vast savanna or prairie region, containing but few trees, mostly palmetto, and no forest growth. It is wholly a grazing country, and is covered with vast herds of cattle. Here the hideous alligator thrives in greatest numbers and attains his greatest size. It is the sportsman's paradise, for the waters are teeming with fish and the land with game. This is the genuine tropical region of Florida, and, as one sails on and on over the smooth, quiet stream, the sensation is that of gliding over the earth, away and into an unknown land. But little traffic is carried on over this section of the river, either in freight or passengers, and to the enthusiastic hunter or fisherman it has all the charm of undisturbed primeval life. Perhaps there are a half-dozen of these curious little steamers which ply upon its waters, but not more than one or two pass any given point each day. Salt

Lake is the infrequent landing, it being from this point that excursionists and hardy tourists make for Titusville, the first objective point on Indian River.

This tour of the St. John's, while involving a round trip of about eight hundred miles, is never a tiresome one. Time does not lag, nor do the hours grow weary. Curiosity is constantly excited and gratified by new things and surprising sights, and one always rejoices that he is making the journey.

THE OCKLAWAHA.

[T goes without saying, that the trip through the St. John's is not complete without supplementing it by a similar one over the sinuous stream of the Ocklawaha.

There is nothing in this region for the invalid or the convalescent. It is intended for the sight-seer and the tourist, and should be taken if one desires to witness a phase of tropical scenery peculiar even to Florida. The entrance to this body of water, formed of lagoons, narrow lakes, springs and overflowed swamps, but termed a river, is at Welaka, twenty-five miles above Palatka. The little steam-tubs in which one sails are curiosities in marine architecture, and resemble some strange aquatic fowl more than man's handicraft. They exactly fill the bill, however, for the course they have to run, and their accommodations are unexcelled. They are stern-wheelers, and carry a light-house on the pilot crib for night journeys, in the way of a huge iron cage filled

with blazing pine knots, which cast their flaring light far into the blackness of darkness, and into the jungle ahead, above, and about the steamer.

The night journey up the Ocklawaha is the one to be thoroughly enjoyed, and the one which, far better than



ON THE OCKLAWAHA.

by day, will give the traveler a stronger and more vivid impression of the scenery. The channel twists and squirms in sinuous course like a great black serpent; but the sturdy little steamer fearlessly follows its wind-

ings, turning when it turns, plowing into masses of tangled jungle, shooting across miniature lakes, snorting, puffing, and splashing, and while lighting up forest and water and jungle by its lofty beacon, it awakens the storks and cranes, the herons and curlews, the alligators and turtles, and a thousand and one wild inmates of Nature's household, who only retire to rest again long after the steamer has passed on its way. The constant change of scene; the murky darkness; the flashing jets of flame dancing in and out of the foliage; the giant forest of gums and cypress, oaks and magnolias, which seem to pass by with stately tread, clothed in a network of vine and moss,—all this, so new and novel and strange to the traveler, will serve to make a night journey on the Ocklawaha a bit of experience to be remembered. Silver Springs is the first point to be reached, and here one may remain to examine the spring, which has an area of about three acres, and a depth of sixty-five feet, so transparent that a dime-piece can be clearly seen at the bottom. A drive may be taken over to Ocala, distant six miles, and a railroad centre of some importance, or the journey may be continued by the steamer threading the river to its upper waters, and making the circuit of Lakes Eustis, Harris, and Griffin. The backward trip may be taken by day, or repeated with all the charming wonders of night.

FERNANDINA.

THE St. John's and Ocklawaha, while adding largely to the pleasures and charms of Florida life, constitute by no means the major portion thereof. There are other places of exceeding interest, other regions of country equally attractive in their way, and other recreation and amusement giving pleasures equally enjoyable with those of sailing on the river or through the jungle.

Returning, therefore, from his river tour, and resting from his aquatic tramp for a few days, Fernandina will be a near and convenient point to visit, and one of much interest in its present and historic surroundings. The old town of Fernandina was founded by the Spaniards in 1632, and still shows in the old causeway at the shore, and in the streets, still verdant and rank in their turf pavement of Spanish grass, the former presence of the old hidalgos. The new town, situated on Amelia Island, and fronting Cumberland Sound, which is but a broad arm of the sea, is possessed of much enterprise, and contains very many inducements to draw thither northern visitors, and make all strangers their welcome

guests. The town stands upon a gently-rising plain, extending back from the sound a half-mile or more, and thence as gently descending on the other side to the Atlantic, where is found a beach, which, commencing at Fort Clinch, near the old town, extends for twenty-five miles down the coast, and ending only at the mouth of the St. John's. The only break is where Nassau Sound extends inland. It is an attractive city, not so



much by reason of modern residences, neat and well-cared-for streets, and the evidences of northern thrift, as for the varied and old-time character of its appearance. The term "new," as applied to Fernandina is relative, and refers to it only in comparison with the Spanish settlement. It is a port of entry, and has large shipping interests, both domestic and foreign. Its business is extensive in lumber, cotton-seed, resin, gulf products,

early vegetables, and fruit. The town, as usual, rests in the shade of oaks and orange; it has good schools and good government; its wharves are ample, and its harbor one of the finest on the coast. A beautiful shell road runs from the town to the sea-beach, and the drive thence and around by Fort Clinch, through the turf-laid streets of the old town, is an exceedingly pleasant one. The old brick fort stands on the extreme northern point of the island. It was not of much use during the war, and is of still less service now. Its present purpose is to see that its garrison of one scarred veteran has an easy time and lives well. The air of Fernandina is simply perfect. As one awakens in the morning the atmosphere seems, and is, laden with the odors of a million flowers, with which are mingled those of the orange and banana and other tropical fruits, the salty flavor of the sea-breeze, and the balsam of the pines. As a health resort it has no superior in the State, and its magnificent hotels are filled from early autumn to early summer. The chief attraction of Fernandina is the charming estate of Dungeness, with the old coquina mansion in ruins, situated on Cumberland Island, seven miles by sail or steam-yacht across the sound. It is the old estate granted by Georgia to General Greene, in token of his services to that State and the country. The stately edifice was burned during the late war, but its five-foot coquina walls still stand; and with the wealth of creeper and clambering vine, the accumulated growth of a score of years, the ruin is more romantic and stately than in its former days of active life. A labyrinth of drive and

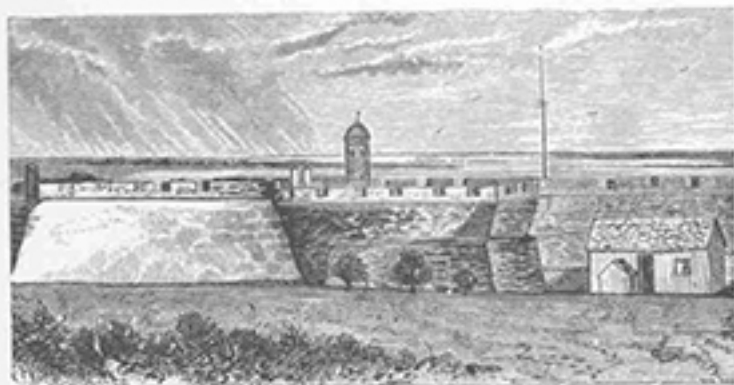
walk, of more than twenty miles in extent, wind in and about the estate beneath the shade of massive live-oak, tasseled and fringed with the long-depending moss. The old place is not dead but sleepeth; it waits but the touch of a master's hand to awaken to all its former glories.

ST. AUGUSTINE.

It is but a step back to Jacksonville from Fernandina, and a short ride up the river to Tocol, where the landing is made and the train taken for St. Augustine, the oldest, in historic record, of any town in the country, having been founded in 1565. It was a half-century old and more when the Pilgrims landed at Plymouth Rock, and forty-two years old when the settlement at Jamestown was commenced. Though a town peopled in the present, and filled with modern life, it yet bears about it in its daily existence the air and flavor of antiquity. To land in St. Augustine fresh from Jacksonville, is to translate one's self to the sixteenth century, with all its ancient customs, habits, and surroundings; and though



modern villas and the civilization of the present age abound, yet the old town keeps itself apart and true to its antique memories. The very streets look, and are, romantic with their narrow and winding causeways of shell, and overhanging balconies that almost touch each other across the way. The city is situated on a flat and narrow peninsula, formed by the Matanzas and St. Sebastian rivers, and was protected in the old time



REAR VIEW, FORT MARION.

by a wall which stretched across the peninsula from shore to shore. This wall, as most of the old structures and the present sea wall, was built of coquina shell stone quarried from Anastasia Island, which fronts the harbor. Nothing remains of the old wall save the famous city gate, which still stands, well preserved, as an object of great interest to the visitors. On the grand plaza stands a monument in commemoration of the adoption of the liberal constitution, while facing

the plaza is the old cathedral, with its Moorish belfry and chime of bells in separate niches. The most popular attractions in this delightful old city are its many charming drives, notably that to Fort Sebastian and the beach, and the promenade along the sea wall, nearly a mile in length. This great work was constructed by the government, and protects the entire sea front of the city. At the south end of the wall are the United States barracks, formerly a Franciscan monastery; and at the north end stands old Fort Marion, once called Fort San Marco. It was one hundred and sixty-four years in construction. Not being used for military purposes, it is given over to tourists and sight-seers. The hotels and houses for the entertainment of guests are of a high order, the society is of the best, and the air and temperature unexceptionable.



IN THE MOAT, FORT MARION.

FLORIDA UPLANDS.

THERE are still other places and regions than those heretofore named, of equal interest, beauty, and benefit to the Florida tourist and invalid. In fact, there is scarcely a point or section of the State where one cannot find health and recreation. Of these, Tallahassee, and the region round about, is one of the most charming, and the journey from the St. John's to the Apalachicola through the uplands of Florida is one of the delightful jaunts to take. To the northern traveler it will, as he reaches middle Florida and passes through the hill country of Madison, Leon, and Gadsden counties, approaching the Apalachicola, appear as though he were traveling among New England or Pennsylvania hills. This region differs so materially in all its physical characteristics from one's preconceived notions of the State, that one can scarcely believe it to be Florida through which he is gliding. The route is one which will please and attract all the way through, except in passing over the flat and monotonous lands of Duval

and Baker. The country from Columbia County becomes rolling and undulating; beautiful lakes and live-oaks dot the surface; the altitude increases; and the air, soft and mellow, invigorates and braces the system. When one reaches the Suwanee, the rich and healing odors of the pines fill the atmosphere; the route being through immense belts of this balsamic wood. The real hill country begins shortly after crossing the Suwanee, the river which gave birth to the old melody famous alike on plantation and fashionable stage; and each mile traveled brings one higher and higher, until the hills promise to be mountains before the Chattahoochee is reached. At last the labyrinth of the hills is done, and the train glides into the station of the time-honored and beautiful city of Tallahassee.

TALLAHASSEE

THE approach to this floral city, as it is termed, is very attractive and pleasing to the traveler. Four or five miles east of the city the train crosses one of the most charming of the upland lakes (Lake Lafayette) lying on the estate granted to the noble French patriot in recognition of his services to the country. Passing the lake, the train enters a stupendous cut in the line, and emerges thence into a narrow and, a few minutes later, a broader valley, and the great sloping hills rise, as by enchantment, on every side, while fronting the loftiest, as a crown, are the whitened walls of the city gleaming in the morning sun.

The beauty of the town is only equaled by its healthfulness, which has not only passed into a proverb, but is best demonstrated by the fact, that one physician easily attended the entire sick list during the past summer. The breezes from the gulf sweep over the city, and leave its atmosphere as a charmed mantle against disease, and give to its daily life that tranquil ease which is not laziness nor yet inanition. Its people have a national

repute for hospitality. They are given to much culture and refinement, and are delighted to welcome strangers and display for them the beauties of their flower-covered city. About the town are many pleasant ways and points, and days may be passed among the Tallahassee hills in keen delight. There are lakes to admire; springs to visit; plantations to roam over; Prince Murat's estate to ride through; the ruins of the old Spanish fort, San Luis, to examine; an excursion to St. Mark's, over the old railroad built in 1833; and a score of other attractive things to do which cannot be found elsewhere. And all can be done here in a remarkably agreeable way, over the fine clay roads on the hills and through the valleys, to which the clear, bracing air and varying landscape tender the invitation. Tallahassee is, aside from its historic interest and great natural beauty, a prominent centre of trade and railroad enterprise. This region was early settled by a class of wealthy planters from Virginia, the Carolinas, and Georgia, the rich soil was made to teem with wealth, and middle Florida represented the best progress and civilization of the south. Tallahassee, as the capital of the State, and from its location, became the important point of this region, and here gathered its wealth and distinguished society. These still remain, with the richly-producing soil, which continues to send cotton and corn, sugar and wheat, and a tobacco not excelled by Cuban growth, to the markets of the east and north. No itinerary of Florida should be made which does not include this upland country, and a stay of some days at least at Tallahassee.

THE GULF REGION.

ANOTHER section of the State to be visited and enjoyed by reason of its climate, its novelty, and peculiar characteristics, is the gulf region. It is reached conveniently and traversed by the Florida Transit and Peninsular Railroad, running from Fernandina south-west across the State to Cedar Keys. The line of the road runs through boundless pine forests, but through some of the choicest lands as well, on which are many of the finest orange and fruit-growing estates in Florida; while market gardening is carried on with such success that entire trains are required, during the season, to move the immense quantity of vegetables, reaching maturity here weeks earlier than in other portions of the country. Throughout all this gulf region the soil is exceedingly fertile, kindly to the growth of all tropical fruits and vegetables, and cereals, cotton, sugar cane, etc.

The three prominent points of interest along the line are Waldo, Gainesville, and Cedar Keys. The former

of these is a stirring little town, the junction of the main line with the Peninsular Division of the Florida Transit and Peninsular Railroad, which the company is now building down the centre of the State, with Charlotte Harbor on the gulf for its lower terminus. A natural lake, with a continuous stream pouring into it without any visible outlet, and a river which suddenly disappears, are two curious freaks of nature interesting to the tourist.

GAINESVILLE

IS the really important town in the interior of the State, and will please tourist and invalid alike. For the latter it has peculiar advantages, being located in the midst of giant pines, whose forests ward off the oftentimes too cool winds from the east, while the gulf breezes, laden with resinous fragrance, soothe the lungs, allay the bronchitis, and relieve the asthmatic. It is exceedingly popular as a resort, and its winter population runs up into thousands. The town is located in what is known to all real estate people as the Arredondo Grant, and is believed to be equal to if not the finest land in the State. It is high, rolling, well watered, and very fertile. Gainesville has several fine hotels, and numerous boarding-houses equally pleasant, large educational facilities, and public buildings as the shire town of Alachua County.

CEDAR KEYS.

THIS small but lively town is located directly upon the gulf, and is the western terminus of the Transit Company's railroad. It possesses one of the safest and most accessible harbors on the coast, and is the seat of commerce in sponges and cedar lumber with all the world. It is, beside, a port of entry for all gulf products, and is the principal distributing point for the lower gulf coast and the Suwanee River region. A peculiar phase of domestic trade is the catching of green turtles, which are shipped north in immense numbers. The sponging-grounds are found about fifty or sixty miles from Cedar Keys, in a southerly direction, where the crop when gathered is brought, prepared for market, and shipped. The town itself has not much to boast of in the way of beauty, but it is cleanly and thrifty, mostly built of coquina, and having a tropical appearance in keeping with the scenery. It has for the traveler and the health-seeker, however, what is much better—an en-

tire novelty in all its surroundings, and a blandness of climate that more than compensates for the loss of mere beauty. It is suggestive of much that is delightful in the way of sport in fin and feather, and of pleasant sailing in its own immediate neighborhood, or in taking long stretches up and down the coast. It is from this place that steamers are taken for New Orleans and the western points of the gulf, and for Key West and Havana.

THE GULF COAST.

THE gulf region cannot be properly treated without some mention of the coast, and the tourist who visits Cedar Keys will leave his work much more than half done if he fails to reach Pensacola, at the extreme north-west point of the State, or Key West, lying off to the south-west of Cape Sable, and the important points between them. It is in its entire length a balmy region and a healthful one, growing milder as one drops lower down the coast, and certainly dryer than the climate on the eastern coast in winter. It has not the population of north and east Florida, nor the civilization; but it has nature in her broadest life, and in forms wholly unlike other sections of the State, and offers to the sportsman, whether hale or invalid, the keenest pleasure, and the cure which comes of vigorous exercise, perfect air, sound sleep, and vigorous appetite.

Pensacola, one of the old Spanish settlements of the seventeenth century, will in all probability have been visited by the tourist when making his journey through

the uplands of Florida. Though bearing many characteristics of its ancient origin, it is yet filled with modern enterprise, and teems with the activities of the present. It has an immense business in lumber, is a handsome city, possesses a bright and gay society, in the large number of naval and military officers, who, with their families, are stationed at the navy yard and the fortifications; and is altogether a charming residence for winter.

The Suwanee region is somewhat known, but deserves a better and closer acquaintance. The famous river empties into the gulf a few miles above Cedar Keys. The mouth of the river, and its stream for a hundred and fifty miles to the head of navigation at Troy, can be explored, and from the deck of the steamer the rifle can be used upon the alligator, the shot-gun upon wild turkey and quail, and the line may do constant duty in the water. The river is from a half-mile to two miles in width; gigantic forests of cypress, bay, palmetto, and live-oak guard the shores; while through frequent breaks, the old plantations, with their rows of negro quarters, are seen as remnants of ante-bellum days. The round trip may be made in two days on the U. S. mail steamer, the accommodations upon which are most excellent. The tour of the Suwanee will soon become as popular as that of the Ocklawaha.

Passing by Cedar Keys and down the coast, the scene, though general in its character, is a constantly-opening panorama in its changing detail. The air grows milder and more balmy, and the soil and its products more distinctly tropical. Crystal River, with its mineral

springs, is sighted, and a few miles lower, Homosassa, with its fine hotel and reputation for sporting facilities. Bay Port is forty miles, and Anclote eighty miles, from Cedar Keys. They occupy bold, high bluffs, have excellent gunning and fishing, and abound in first-rate farming lands. Dunedin and Char Water Harbor are the last two points before reaching Manatee. The lands are rolling and fertile, and orange groves are frequent. Game and fish are endless in number and variety. The passage to all these points mentioned may be made from Cedar Keys by the "inland route," and thus prevent the unpleasant sea-sickness of an outside gulf journey.

Manatee, Tampa, and Charlotte Harbor are the three prominent points on the south-western coast, before sailing away, among the reefs and rocks, for Key West. The two former are the largest of these gulf-coast settlements, and have many of the possessions of civilized life—churches, free schools, good roads and drives, tasteful and well-built residences, and good society. Many northern families, who, knowing their attractions, seek these points for winter residence, but as yet this far-gulf coast is but little disturbed by an influx of visitors. Ample hotel and boarding accommodations are to be had at both places. It only needs the opening up by rail, on the Peninsula Division of the Transit Road to Charlotte, or by water, connecting the rivers and lakes with the gulf and the Atlantic, to place all this new and comparatively unknown gulf region in fair competition with the glories of the St. John's and the eastern shore.

Key West, three hundred and ten miles from Cedar Keys, is an American town, with an atmosphere and surroundings of purely Spanish life. It is a sea-girt city of 10,000 inhabitants, located upon the Key, or island of the same name, and far out in the waters of the gulf. It is the shire town of Monroe County, and is the most southerly in the United States. Its streets are Spanish-built; its speech is the smooth Castilian; nodding palms greet one as he lands; and Spanish airs and manners pervade its business and social life. And yet the same broad banner, with its emblems of liberty, floats above the port, as brightens New England skies, and throws its protecting folds over all the land. It has peculiar advantages which secure its solid and continued prosperity—the one is its importance as a naval and supply station for the government, and the other is the facilities it affords for manufacturing cigars. In addition to these, it has a large local business in sponge, coral, turtles, and fruit. It is but eighty miles from Havana, and is in the direct line of the steamers plying between New York, New Orleans, Cedar Keys, etc.

INLAND LAKES AND SPRINGS.

THE inland lakes and springs of Florida are among the most pleasant and attractive features in the natural scenery of the State. They supply in a measure the absence of mountains by varying the surface of the country, and giving that charming beauty to the landscape found only in the addition of water to the picture. These lakes, large and small, and of all forms, are scattered thickly through the central portion of the State, extending from the uplands, about Tallahassee, down to the everglades, alike distant from the sea and gulf coasts and larger rivers. They comprise tiny dots of water an acre in extent, and increase to large sheets of twenty, thirty, and fifty miles in dimension, with shores low and fringed with pines, or gently-rolling banks, with bold bluffs here or jungle-clad outlines there, but all possessing remarkable beauty, and their waters limpid, pure, and translucent. Those in the northern section of the State are large, and decidedly resemble those in central New York. The most attractive of these are Lakes Jackson, Iamonia, Lafayette,

Bradford, and Miccosuki, in the vicinity of Tallahassee, and are justly regarded as among the chief attractions of that city.

Another charming group are Lakes George, Brooklyn, Waldo, Santa Fé, and Deep Lake, which are found south-east of the Transit Road in Alachua and Putnam counties. The Santa Fé is the largest, and possesses attractions sufficient to cause the erection of a fine hotel on one of the bluffs of the lake shore. By a series of short canals, communication is now had through all this series of lakes by steam, with connection at Waldo Station.

In the Orange Lake region, still further south, rests another beautiful cluster, of which Orange Lake is the principal. Large orange groves skirt this body of water, and add greatly to its natural beauty.

In Sumter and Orange counties will be found Lakes Harris, Eustis, Griffin, and Dora, having an average area of from four to ten miles in width and length. These sheets of water form the head-waters of the Ocklawaha, and are imbedded in the most fertile lands of the State.

Lake Panasofki is west of the last-named group, surrounded by rich hummock lands, and Lake Apopka, just south of the same group, has a coast line of fifty miles.

South and east one comes to the inland lakes of Orange County, in the neighborhood of Maitland, Interlaken, Orlando, and other towns in the region. They are small, but numerous and very pretty. The South Florida Railroad passes through this lake country from Sanford to Orlando.

There are still other lakes, large, and frequently to be found still further south in the centre of the State, the noticeable ones being Butler, Conway, Cypress, and Kissimmee, and beyond these, the great Lake Okechobee, at the head of the everglades.

The springs of Florida are endless in number and size, but all are characterized by pure, clear, and wholesome water. Many of them are slightly medicinal in their qualities. The most noted of these are, Wakulla Spring, near Tallahassee, and Silver Spring, near the Ocklawaha. There are very many others of lesser note, but each lays claim to the high antiquity of being the identical spring which Ponce de Leon sought, and found, and bathed in, and was disgusted when he found his wrinkles grew no less in size and number.

FLORIDA SPORTS.

AND now we have touched upon a subject of which one may write until a book be written, and yet not approach the end,—a subject at once inspiriting, full of life, of keen enjoyment by remembrance or anticipation, and appealing to every manly sense of pleasure. And yet the limited pages of this brief handbook of a season, will permit only the faintest glimpse and shortest notice of the pleasures of sporting life in Florida. Nowhere else in the land is there such abundance of riches for dog, gun, and rod. The State is a vast forest and water preserve, with Nature for its keeper. From Fernandina to Charlotte Harbor, from Pensacola to the far confines of Indian River, fish of wondrous kind and size, fowl of all descriptions, and forest game, from bear and deer to the smaller forms, are found in their wildest life and gamiest condition. The springs, lakes, rivers, sounds, and bays within the State and along its coasts teem with millions of every species of the finny tribe; and the entire land is the feeding-ground for quail,

duck, snipe, turkey, geese, curlew, and all forms of plumage birds. At no place mentioned within this little volume can the hunter or angler go amiss. It is always safe to carry gun and rod, for the fruits thereof will amply repay the drudgery. For extra sport in wing-shot the sportsman must visit the Tallahassee region, where quail



and snipe are found in superior numbers. Ducks throng every bay, lake, river, and lagoon of the State; but if geese are wanted, the mouth of the Suwanee is the spot to indulge in the sport of bagging "honk-honkers." About Jacksonville quail and ducks are plentiful; while a trip

down the river will give the angler fine sport in bass, sea-trout, and sheep's-head fishing. At Lake Monroe, and south of this into the head-waters of the St. John's, the stream is literally alive with fish, and in the adjacent savanna is good deer and turkey shooting. Through the entire Indian River the same lavish facilities for game exist, and at its mouth the hand-line fisherman may pull up bluefish, sheep's-head, channel bass, cavallii, mangrove-snappers, and many other varieties. For deer-shooting in abundance, the lower Kissimmee country, on the south-west coast, should be visited. Lake Istokpoga is an almost untrodden country, and affords the hunter all the zest and pleasure of opening up new ground. It is about twenty miles north-west of Okechobee. It is the home of the 'gator and the resort of bears and deer.

Fly-fishing is in great favor in the waters of the south-west coast, both with fish and fishermen,—one instance being known where in a stream not ten miles long eleven distinct species of fish were caught with the fly. The fish there have not grown suspicious, and will take anything in the way of a fly, so that it be large and gaudy.

Wherever one journeys in the State, a part of his outfit should consist of line and rod and fly, and the information he may need to guide him as to locality.

These sports of fin and feather are not only delightful in themselves, but they serve the better purpose of aiding largely in restoring health and strength. The conditions are perfect for this mild way of roughing it; and the invalid, if strong enough to start in with it gently, will find his cure for all illness at the end.

And so we close our brief description of this wonderful land, with its earth, its air, and its water, forming Nature's most perfect sanitarium, and restoring to thousands upon thousands annually, the great treasure of health and strength. The old Spaniard sought the spring which should restore his lost youth. He could not find it in the Wakulla nor in other springs, but he might have found it in the sea-breezes and perfect atmosphere of this favored State, if he had rightly interpreted the language of nature.



CAPE MAY, N. J.

EXCURSION 1551—W.

Pennsylvania R. R. to Philadelphia.

West Jersey R. R. to Cape May.

Returning by same route.

THROUGH RATES.

Altoona, Pa., \$16 20	Lockport, N. Y., \$22 80
Auburn, N. Y., 21 30	Lyons, N. Y., 21 20
Baltimore, Md., 7 60	Milton, Pa., 12 30
Batavia, N. Y., 21 80	Newark, N. J., 6 60
Brooklyn, N. Y., 7 20	New Brunswick, N. J., 5 15
Buffalo, N. Y., 22 00	New York, N. Y., 7 00
Canandaigua, N. Y., 19 40	Phillipsburg, N. J., 5 90
Chester, Pa., 2 80	Pittsburg, Pa., 22 00
Corry, Pa., 23 00	Rahway, N. J., 5 85
Elizabeth, N. J., 6 30	Rochester, N. Y., 20 55
Elmira, N. Y., 17 00	Sunbury, Pa., 11 40
Erie, Pa., 24 50	Syracuse, N. Y., 22 35
Harrisburg, Pa., 8 30	Trenton, N. J., 3 60
Huntingdon, Pa., 14 15	Tyrone, Pa., 15 30
Jersey City, N. J., 7 00	Washington, D. C., 10 00
Johnstown, Pa., 18 50	Wilkesbarre, Pa., 15 85
Lancaster, Pa., 6 10	Williamsport, Pa., 14 00
Lewisburg, Pa., 12 40	Wilmington, Del., 3 50
Lock Haven, Pa., 15 75	York, Pa., 7 75

CAPE MAY POINT, N. J.

EXCURSION 1556—W.

Pennsylvania R. R. to Philadelphia.

West Jersey R. R. to Cape May.

Delaware Bay & Cape May R. R. to Cape May Point.

Returning by same route.

THROUGH RATES.

Altoona, Pa.,	\$16 20	Lockport, N. Y.,	\$22 80
Auburn, N. Y.,	21 30	Lyons, N. Y.,	21 20
Baltimore, M. D.,	7 60	Milton, Pa.,	12 30
Batavia, N. Y.,	21 80	Newark, N. J.,	6 60
Brooklyn, N. Y.,	7 20	New Brunswick, N. J.,	5 15
Buffalo, N. Y.,	22 00	New York, N. Y.,	7 00
Canandaigua, N. Y.,	19 40	Phillipsburg, N. J.,	5 90
Chester, Pa.,	2 80	Pittsburg, Pa.,	22 00
Corry, Pa.,	23 00	Rahway, N. J.,	5 85
Elizabeth, N. J.,	6 30	Rochester, N. Y.,	20 55
Elmira, N. Y.,	17 00	Sunbury, Pa.,	11 40
Erie, Pa.,	24 50	Syracuse, N. Y.,	22 35
Harrisburg, Pa.,	8 30	Trenton, N. J.,	3 60
Huntingdon, Pa.,	14 15	Tyrone, Pa.,	15 30
Jersey City, N. J.,	7 00	Washington, D. C.,	10 00
Johnstown, Pa.,	18 50	Wilkesbarre, Pa.,	15 85
Lancaster, Pa.,	6 10	Williamsport, Pa.,	14 00
Lewisburg, Pa.,	12 40	Wilmington, Del.,	3 50
Lock Haven, Pa.,	15 75	York, Pa.,	7 75

ATLANTIC CITY, N. J.

EXCURSION 1552—W.

Pennsylvania R. R. to Philadelphia.

West Jersey R. R. or Camden & Atlantic R. R. . . to Atlantic City.

Returning by same route.

THROUGH RATES.

Altoona, Pa.,	\$15 70	Corry, Pa.,	\$22 50
Auburn, N. Y.,	20 80	Elizabeth, N. J.,	5 80
Baltimore, Md.,	7 10	Elmira, N. Y.,	16 50
Batavia, N. Y.,	21 30	Erie, Pa.,	24 00
Brooklyn, N. Y.,	6 70	Harrisburg, Pa.,	7 80
Buffalo, N. Y.,	21 50	Huntingdon, Pa.,	13 65
Canandaigua, N. Y.,	18 90	Jersey City, N. J.,	6 50
Chester, Pa.,	2 30	Johnstown, Pa.,	18 00

Lancaster, Pa.,	\$5 60	Rahway, N. J.,	\$5 35
Lewisburg, Pa.,	11 90	Rochester, N. Y.,	20 05
Lock Haven, Pa.,	15 25	Sunbury, Pa.,	10 90
Lockport, N. Y.,	22 30	Syracuse, N. Y.,	21 85
Lyons, N. Y.,	20 70	Trenton, N. J.,	3 10
Milton, Pa.,	11 80	Tyrone, Pa.,	14 80
Newark, N. J.,	6 10	Washington, D. C.,	9 50
New Brunswick, N. J.,	4 65	Wilkesbarre, Pa.,	15 35
New York, N. Y.,	6 50	Williamsport, Pa.,	13 50
Phillipsburg, N. J.,	5 40	Wilmington, Del.,	3 00
Pittsburg, Pa.,	21 50	York, Pa.,	7 25

OLD POINT COMFORT, VA.

EXCURSION 1550—W.

Pennsylvania R. R.	to Baltimore.
Baltimore Steam Packet Co.	to Old Point Comfort.
Returning by same route.	

THROUGH RATES.

Altoona, Pa.,	\$18 15	Lockport, N. Y.,	\$25 00
Auburn, N. Y.,	23 40	Lyons, N. Y.,	24 20
Batavia, N. Y.,	24 80	Milton, Pa.,	14 15
Brooklyn, N. Y.,	15 80	Newark, N. J.,	15 20
Buffalo, N. Y.,	25 00	New Brunswick, N. J.,	13 75
Canandaigua, N. Y.,	22 40	New York, N. Y.,	15 60
Chester, Pa.,	9 95	Philadelphia, Pa.,	10 60
Corry, Pa.,	27 00	Phillipsburg, N. J.,	14 50
Elizabeth, N. J.,	14 90	Pittsburg, Pa.,	25 00
Elmira, N. Y.,	20 00	Rahway, N. J.,	14 45
Eric, Pa.,	29 00	Rochester, N. Y.,	23 55
Germantown, Pa.,	10 60	Sunbury, Pa.,	13 25
Harrisburg, Pa.,	10 25	Syracuse, N. Y.,	24 50
Huntingdon, Pa.,	16 10	Trenton, N. J.,	12 20
Jersey City, N. J.,	15 60	Tyrone, Pa.,	17 30
Johnstown, Pa.,	20 50	Wilkesbarre, Pa.,	17 70
Lewisburg, Pa.,	13 85	Williamsport, Pa.,	15 95
Lock Haven, Pa.,	17 80	Wilmington, Del.,	9 10

EXCURSION 1555—W.—OLD POINT COMFORT, VA.

Pennsylvania R. R.	to Baltimore.
Baltimore Steam Packet Co.	to Old Point Comfort.
Chesapeake & Ohio R. R.	to Richmond.
Richmond, Fredericksburg & Potomac R.R.	to Quantico.
Pennsylvania R. R.	to starting point.

THROUGH RATES.

Altoona, Pa.,	\$23 15	Lockport, N. Y.,	\$30 00
Auburn, N. Y.,	28 40	Lyons, N. Y.,	29 20
Batavia, N. Y.,	29 80	Milton, Pa.,	19 15
Brooklyn, N. Y.,	20 50	Newark, N. J.,	19 90
Buffalo, N. Y.,	30 00	New Brunswick, N. J.,	18 50
Canandaigua, N. Y.,	27 40	New York, N. Y.,	20 30
Chester, Pa.,	14 95	Philadelphia, Pa.,	15 60
Corry, Pa.,	32 00	Phillipsburg, N. J.,	19 50
Elizabeth, N. J.,	19 60	Pittsburg, Pa.,	30 00
Elmira, N. Y.,	25 00	Rahway, N. J.,	19 20
Erie, Pa.,	34 00	Rochester, N. Y.,	28 55
Germantown, Pa.,	15 60	Sunbury, Pa.,	18 25
Harrisburg, Pa.,	15 25	Syracuse, N. Y.,	29 50
Huntingdon, Pa.,	21 10	Trenton, N. J.,	17 20
Jersey City, N. J.,	20 30	Tyrone, Pa.,	22 30
Johnstown, Pa.,	25 50	Wilkesbarre, Pa.,	22 70
Lewisburg, Pa.,	18 85	Williamsport, Pa.,	20 95
Lock Haven, Pa.,	22 80	Wilmington, Del.,	14 10

Transfer through Richmond returning included.

EXCURSION 1553—W.—OLD POINT COMFORT, VA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Chesapeake & Ohio R. R.	to Old Point Comfort.

Returning by same route.

THROUGH RATES.

Altoona, Pa.,	\$25 50	Lockport, N. Y.,	\$32 40
Auburn, N. Y.,	30 80	Lyons, N. Y.,	31 60
Baltimore, Md.,	12 40	Milton, Pa.,	21 55
Batavia, N. Y.,	32 20	Newark, N. J.,	22 60
Brooklyn, N. Y.,	23 20	New Brunswick, N. J.,	21 15
Buffalo, N. Y.,	32 40	New York, N. Y.,	23 00
Canandaigua, N. Y.,	29 80	Philadelphia, Pa.,	18 00
Chester, Pa.,	17 35	Phillipsburg, N. J.,	21 90
Corry, Pa.,	34 40	Pittsburg, Pa.,	32 40
Elizabeth, N. J.,	22 30	Rahway, N. J.,	21 85
Elmira, N. Y.,	27 40	Rochester, N. Y.,	30 95
Erie, Pa.,	36 40	Sunbury, Pa.,	20 65
Germantown, Pa.,	18 00	Syracuse, N. Y.,	31 90
Harrisburg, Pa.,	17 65	Trenton, N. J.,	19 60
Huntingdon, Pa.,	23 50	Tyrone, Pa.,	24 70
Jersey City, N. J.,	23 00	Washington, D. C.,	10 00
Johnstown, Pa.,	27 80	Wilkesbarre, Pa.,	25 10
Lancaster, Pa.,	17 50	Williamsport Pa.,	23 35
Lewisburg, Pa.,	21 25	Wilmington, Del.,	16 50
Lock Haven, Pa.,	25 20	York, Pa.,	15 80

Transfer through Richmond in both directions included.

EXCURSION 1554—W.—OLD POINT COMFORT, VA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R.R.	to Richmond.
Chesapeake & Ohio R. R.	to Old Point Comfort.
Baltimore Steam Packet Co.	to Baltimore
Pennsylvania R. R.	to starting point.

THROUGH RATES.

Altoona, Pa.,	\$23 15	Canandaigua, N. Y.,	\$27 40
Auburn, N. Y.,	28 40	Chester, Pa.,	14 95
Batavia, N. Y.,	29 80	Corry, Pa.,	32 00
Brooklyn, N. Y.,	20 50	Elizabeth, N. J.,	19 60
Buffalo, N. Y.,	30 00	Elmira, N. Y.,	25 00

Erie, Pa.,	\$34 00	New York, N. Y.,	\$20 30
Germantown, Pa.,	15 60	Philadelphia, Pa.,	15 60
Harrisburg, Pa.,	15 25	Phillipsburg, N. J.,	19 50
Huntingdon, Pa.,	21 10	Pittsburg, Pa.,	30 00
Jersey City, N. J.,	20 30	Rahway, N. J.,	19 20
Johnstown, Pa.,	25 50	Rochester, N. Y.,	28 55
Lewisburg, Pa.,	18 85	Sunbury, Pa.,	18 25
Lock Haven, Pa.,	22 80	Syracuse, N. Y.,	29 50
Lockport, N. Y.,	30 00	Trenton, N. J.,	17 20
Lyons, N. Y.,	29 20	Tyrone, Pa.,	22 30
Milton, Pa.,	19 15	Wilkesbarre, Pa.,	22 70
Newark, N. J.,	19 90	Williamsport, Pa.,	20 95
New Brunswick, N. J.,	18 50	Wilmington, Del.,	14 10

Transfer through Richmond going included.

JACKSONVILLE, FLA.

EXCURSION 510.

Pennsylvania R. R.	. . . . .	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	. . . . .	to Richmond.
Richmond & Danville R. R.	. . . . .	to Charlotte.
Charlotte, Columbia & Augusta R. R.	. . . . .	to Augusta.
Central R. R. of Georgia	. . . . .	to Savannah.
Georgia & Florida Inland Steamboat Co.	. . . . .	to Fernandina.
Fernandina & Jacksonville R. R.	. . . . .	to Jacksonville.
Returning by same route.		

EXCURSION 511.—JACKSONVILLE, FLA.

Pennsylvania R. R.	. . . . .	to Washington.
Virginia Midland Ry.	. . . . .	to Danville.
Richmond & Danville R. R.	. . . . .	to Charlotte.
Charlotte, Columbia & Augusta R. R.	. . . . .	to Augusta.
Central R. R. of Georgia	. . . . .	to Savannah.
Georgia & Florida Inland Steamboat Co.	. . . . .	to Fernandina.
Fernandina & Jacksonville R. R.	. . . . .	to Jacksonville.
Returning by same route.		

EXCURSION 512.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Columbia.
South Carolina Ry.	to Charleston.
Florida Steamship Co.	to Jacksonville.
Returning by same route.	

EXCURSION 513.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Washington.
Virginia Midland Ry.	to Danville.
Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Columbia.
South Carolina Ry.	to Charleston.
Florida Steamship Co.	to Jacksonville.
Returning by same route.	

EXCURSION 514.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Petersburg R. R.	to Petersburg.
Petersburg R. R.	to Weldon.
Wilmington & Weldon R. R.	to Wilmington.
Wilmington, Columbia & Augusta R. R.	to Florence.
North Eastern R. R. (South Carolina)	to Charleston.
Charleston & Savannah Ry.	to Savannah.
Georgia & Florida Inland Steamboat Co.	to Fernandina.
Fernandina & Jacksonville R. R.	to Jacksonville.
Returning by same route.	

EXCURSION 543.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Harrisburg.
Cumberland Valley R. R.	to Hagerstown.
Shenandoah Valley R. R.	to Roanoke.
Norfolk & Western R. R.	to Bristol.
East Tennessee, Virginia & Georgia R. R.	to Jesup.

Savannah, Florida & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.
Returning by same route.	

EXCURSION 559.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Baltimore.
Baltimore Steam Packet Co.	to Norfolk.
Seaboard & Roanoke R. R.	to Weldon.
Wilmington & Weldon R. R.	to Wilmington.
Wilmington, Columbia & Augusta R. R.	to Florence.
North Eastern R. R. (So. Car.)	to Charleston.
Charleston & Savannah Ry.	to Savannah.
Savannah, Florida & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.
Returning by same route.	

EXCURSION 560.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Petersburg R. R.	to Petersburg.
Petersburg R. R.	to Weldon.
Wilmington & Weldon R. R.	to Wilmington.
Wilmington, Columbia & Augusta R. R.	to Columbia.
Charlotte, Columbia & Augusta R. R.	to Augusta.
Central R. R. of Georgia	to Savannah.
Savannah, Florida & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.
Returning by same route.	

EXCURSION 561.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Petersburg R. R.	to Petersburg.
Petersburg R. R.	to Weldon.
Wilmington & Weldon R. R.	to Wilmington.
Wilmington, Columbia & Augusta R. R.	to Florence.
North Eastern R. R. (So. Car.)	to Charleston.

Charleston & Savannah Ry.	to Savannah.
Savannah, Florida & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.

Returning by same route.

EXCURSION 563.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Augusta.
Central R. R. of Georgia	to Savannah.
Savannah, Florida & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.

Returning by same route.

EXCURSION 567.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Columbia.
South Carolina Ry.	to Charleston.
Charleston & Savannah Ry.	to Savannah.
Savannah, Fla. & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.

Returning by same route.

EXCURSION 570.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Washington.
Virginia Midland Ry.	to Danville.
Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Augusta.
Central R. R. of Georgia	to Savannah.
Savannah, Fla. & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.

Returning by same route.

EXCURSION 572.—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Washington
Virginia Midland Ry.	to Danville.

Richmond & Danville R. R.	to Charlotte.
Charlotte, Columbia & Augusta R. R.	to Columbia.
South Carolina Ry.	to Charleston.
Charleston & Savannah Ry.	to Savannah.
Savannah, Fla. & Western Ry.	to Way Cross.
East Florida R. R.	to Jacksonville.

Returning by same route.

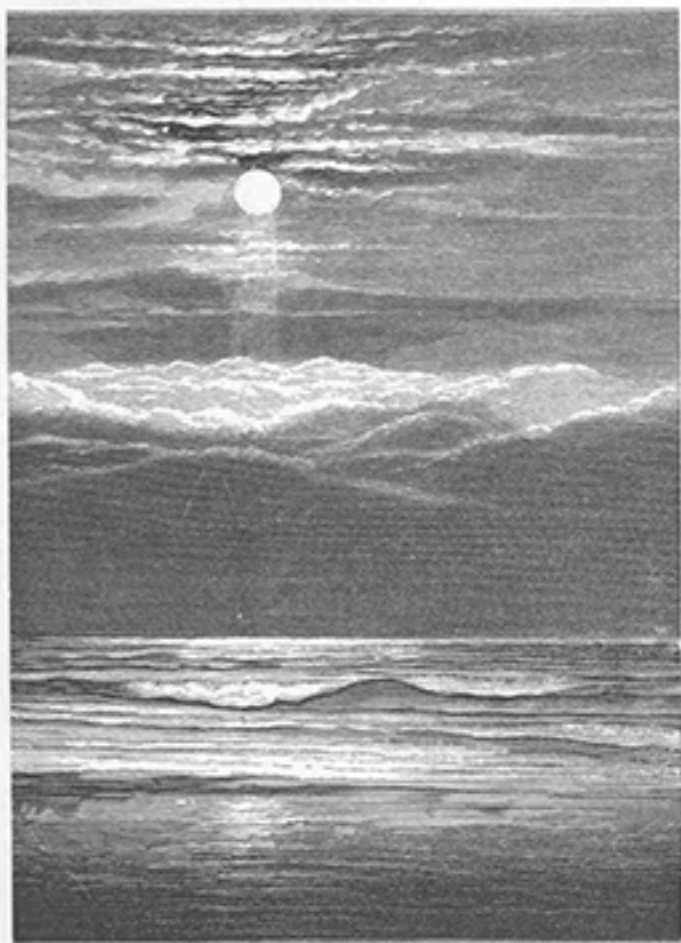
EXCURSION 515—JACKSONVILLE, FLA.

Pennsylvania R. R.	to Quantico.
Richmond, Fredericksburg & Potomac R. R.	to Richmond.
Richmond & Petersburg R. R.	to Petersburg.
Petersburg R. R.	to Weldon.
Wilmington & Weldon R. R.	to Wilmington.
Wilmington, Columbia & Augusta R. R.	to Florence.
North Eastern R. R. (South Carolina)	to Charleston.
Florida Steamship Co.	to Jacksonville.

Returning by same route.

JACKSONVILLE EXCURSION TICKET RATES.

Altoona, Pa.,	\$50 00	Newark, N. J.,	\$50 00
Auburn, N. Y.,	59 20	New Brunswick, N. J.,	49 00
Batavia, N. Y.,	59 65	New York, N. Y.,	50 00
Baltimore, Md.,	42 00	Philadelphia, Pa.,	46 00
Buffalo, N. Y.,	59 65	Pittsburg, Pa.,	50 00
Canandaigua, N. Y.,	58 50	Rahway, N. J.,	49 50
Corry, Pa.,	55 75	Rochester, N. Y.,	59 65
Elizabeth, N. J.,	49 75	Sunbury, Pa.,	48 70
Elmira, N. Y.,	55 75	Suspension Bridge, N. Y.,	59 65
Erie, Pa.,	55 75	Syracuse, N. Y.,	60 25
Harrisburg, Pa.,	45 50	Trenton, N. J.,	47 25
Huntingdon, Pa.,	50 00	Tyrone, Pa.,	50 00
Indiana, Pa.,	50 00	Washington, D. C.,	40 00
Lancaster, Pa.,	46 00	Wilkesbarre, Pa.,	53 00
Lewistown Junction, Pa.,	49 10	Williamsport, Pa.,	51 40
Lockport, N. Y.,	59 65	Wilmington, Del.,	45 00
Lyons, N. Y.,	59 00	York, Pa.,	45 00



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